

editorial declaring that he had never seen anything like it in his life before—that he believed it represented in its 100 odd pages the greatest concentration of energy, business force, and American ingenuity than he had seen together at any time. It woke him up, he wrote confessingly, to what was going on in this one particular portion of the world, and to what a vast influence the automobile is beginning to exert on the general social fabric.

Here they are making some great routes for auto cars. It's no longer a question whether public money should go to roadways; the only question is how quick contractors can force them through. Along the Hudson they are blasting away at a road that will run all the way up to Ossining, every foot of it parked. The famous Riverside Drive will be its lower terminal; it will take in Fort George Park, pass the spot where the Americans made their last Manhattan stand during the Revolution, and will altogether be the most beautiful driveway of its kind on any of the world's great rivers. Horses will hardly ever be seen upon it. They are almost a rarity on the portions now completed, and the rate of speed is seldom under twenty-five miles an hour. To have forced the building of such a driveway is in itself a contribution of the automobile to permanent civilization that can never be rated as of small account.

At that January banquet where they spoke of automobile evolution they had in mind some

pretty fine advances on this side of the water within the season. They polled many of those at the banquet, and found that few if any were contemplating new foreign cars; many who had owned foreign cars were now in favor of the American kind. Such a loud cheer went up at this announcement and there was so much spirit behind the denunciation of the tradition of better cars abroad that everybody seemed to take a cue. France: mere bunk; American—first, last and all the time the best. Europe got the jump on the American manufacturers at the start because road building was a continental science before it was even dreamed of here, and because automobile engineers in this country lacked experience, and lacked it seriously. But Americans aren't proverbially slow to learn, and the biggest element figuring in the splendid victory of the American car for first place before the world, has been the speed with which the American engineer has taken the measure of his job and then set out to increase its size.

Four years ago America hardly knew what alloy steel was. Racing cars had to have it. Today it's the commonest of car components. It spells the fact that American cars from now on will "stand up" and do the work required of them. And that in turn is rapidly spelling the other fact that of every 1,000 high class cars sold for this season less than thirty are foreign built. The standardization of parts has come to be a conceded fact, until now the rebuilding of ma-

chines with parts of other machines has come as a foreflash of an approaching automobile millennium.

And of this millennium one of the not least important facts is that Salt Lake isn't half so far from New York as once it was. The near coast is taking a lot of interest these days in the far coast, and in the Great Salt Lake district lying in between. The one can talk to the other in the language of the moment and the mood of the passing hour, and whoever has an automobile idea westward, can gain an instant hearing for it here.

Neighbors—once creatures of a block—are two—are coming now to be folks of a large square that has Boston at one corner, Seattle at another, and rounds out with Los Angeles and Jacksonville to complete it. Listen for the automobile man's horn. He's going to blow with the four winds to every corner of the continent this summer in a hundred road races and a thousand club tours. He wants to see Cap'n. Caine when he strikes Salt Lake, and he's ready to boost with any booster for the sky scrapers. New York's eyes are not longer turned across the water. Fisher Harris's message has been heard, and with honk-horn and speed lever in hand the path of the traveler lies towards the mountains, and to Zion. They're buying the machines now and waiting for the summer. And lo, as these words are written the spring is almost here.



The Motor Show And Those Who Made It Possible

Salt Lake's first automobile show is on.

Early this morning the doors of the Auditorium on Richards street were thrown open to the first crowd of enthusiasts who thronged in through the aisles, flanked on either side by the big show booths, and roofed by prettily decorated archways and streamers of lights and bunting. The building is in splendid shape and in every particular reflects the taste of those who have been in charge of the show arrangements. Every exhibit is in place, and the booths around the sides and through the center of the Auditorium are finely arranged. Every prominent dealer in the city and half a dozen automobile supply houses are represented and their exhibits include besides about fifty makes of leading motor cars, almost every accessory and motoring convenience. Every booth has been so arranged that all appearance of over-crowding is eliminated and one and all they are arranged to the best possible advantage for the cars they hold. Spic and span with their black, blue and various colored bodies shining and glistening, metal parts polished to all the brightness possible, the automobiles throughout the exhibition are beautifully displayed and with the striking decorations of the Auditorium itself and of the various booths, help complete a kaleidoscopic picture of animated activity.

The show is a credit to the dealers who have worked so hard for its success, a credit to the automobile business of the state, and a credit to Salt Lake City. It is as complete as it could pos-

sibly be made, and the motor cars, motor cycles and automobile accessories and supplies to be found on every hand throughout the big show are of a nature, a class and model to interest every visitor to the show. The show is the culmination of the hopes of most of the dealers about town for the past three or four years, and while it is premature at this writing to predict a figure for the attendance, it is safe to say that from the interest that has been manifested to date and the enthusiasm of the opening this morning, several thousand visitors from Salt Lake, Utah, Idaho and Nevada points will be present at the Auditorium before the close of the show a week hence and that means that it will be an annual event in Salt Lake and that each year the motor car dealers and prospective buyers throughout the Intermountain states will gather here annually to inspect the new models, the automobile developments and general progress and advancement of automobile manufacturing for the current year.

And this is as it should be. Salt Lake, ever since it had its first automobile dealer has been the natural distributing point for automobiles throughout Utah, Idaho and Nevada and contiguous territory, and in the general scheme of things commercially this arrangement will beyond a doubt hold good for many years. Already the wholesale business of two or three local motor car concerns amounts to more than their retail business, and the former is becoming more and more important. Aside from this, however, the

automobile show each year offers to the motoring public an opportunity to view and inspect from thirty to fifty different makes of cars at their leisure and convenience, at the same time being able to compare the lines and general features of each car with its neighbor's, something that in the absence of an automobile show is almost impossible, as at best it would entail endless visits to a dozen different garages and the necessity of viewing the cars under unfavorable conditions.

The rules governing the show, which opened today, and which will probably govern future exhibitions here, are of such a nature that while agents and exhibitors are given every opportunity for displaying their cars and supplies, they cannot demonstrate either in or about the show building. In the arrangements looking to the comfort of visitors, nothing has been overlooked and music is provided during all the sessions of the show.

Pleasure vehicles only are on display at the Auditorium this year, the commercial vehicle not having secured so strong a foothold in Salt Lake as in other western cities. By another year, however, this should form one of the most important of the displays. The pleasure line is an complete as could be wished, however, and every model from the stylish electrics to the six-cylinder limousines are well represented.

The show will be open to the general public from ten o'clock every morning beginning today until eleven o'clock in the evening, until next Saturday night. The admission is twenty-five